

Details.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNHO" Capt. F. Sambill	THURSDAY, 26th May, 9 A.M.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Leuck	ABOUT MONDAY, 30th May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DRYFELDINGER" F. Prosch	WEDNESDAY, 1st June, Noon.
SHANGHAI-TSINGTAU, NAGASAKI, KOBE and YOKOHAMA	"YORK" Capt. J. Raudermann	ABOUT WEDNESDAY, 1st June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leuck	SATURDAY, 18th June, Daylight.

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st May, 1910.

Intimation.
THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Docking Length 515 ft.
Width of Entrance 80 "

Water on Blocks 28 "

NO. 2 DOCK.

IN COURSE OF CONSTRUCTION.
Docking Length 376 ft.
Width of Entrance 50 "

Water on Blocks 26 "

NO. 3 DOCK.

Docking Length 482 ft.
Width of Entrance 63 "

Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel-Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Lieber, Scotts, A. 1, and Watkins.
Yokohama, April 28th, 1910.

For Sale.

FOR SALE.

Steam launches, Steel lighters, Wooden lighters, Steam Cranes (travelling and stationary), Steam hoists, Lidgewood steam pile driver, Living pump and dress, Hand grabs, Captain, Hand winches, Driving pulley, Bolts and Nuts, Hook bolts, Clutch bolts, Barrel bolts, Galvanized spikes, Pile shoes, Chain hoists, Iron and Brass screws, Differdange piles, Rolled Steel joists, Steel channels, Corrugated iron roofing, Roofing washers, Angle iron, Cast iron columns (suitable for building construction), Whitewashing machines, Canvas sewing machine, Patent Fire escape, "Well's" light, "Kitson" light, Acetylene lamps, Haul pump, Theodolite and levelling staff, Roneo duplicator, Comptometer, Telescope (on tripod), Office desks and cupboards.

Apply to

GEO. P. LAMMERT.

Hongkong, 3rd May, 1910. 1343

FOR SALE

AT
GRACA & CO.
27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS

and
VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single, Assortment of Stamps and Post Card Albums.

Postage Stamps, Catalogues for 1910, Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Penetration Gauges.

Novels, Books for parlour and household use, Toy Books for Children.

Prayer Books, Religious Pictures, Pendant Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

&c., &c., &c.

Inspection invited.

Hongkong, 15th January, 1910. 1343

LEE YEE

HAIR DRESSING SALON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE,

12, D'AGUILAR STREET,

HONGKONG

Hongkong, 3rd September, 1907. 1343

MARK TWAIN.

SOME PERSONAL RECOLLECTIONS.

One dark night in the then western wilds of Canada when I was a small boy, I heard a loud shout outside our house, as if someone were calling for help. I knew, however, no help was needed; the shout was due merely to the kindly habit of some neighbour who had news to tell and thus scattered it in the wilderness. I hastened out, for news was scarce in those days, and we lived miles from a post-office.

"Hello!" I cried through the darkness.

The traveller was on horseback, and the horse was anxious to get home; so the rider endeavoured to repress the animal's impatience, then replied:

"Artemus Ward is dead; died in Southampton, England. Mark Twain is going to sail next week to take his place on 'Punch'."

"Who is Mark Twain?" I asked.

"I don't know, but that's what the paper said."

"I didn't know either, but it was destined that I should afterwards see him more or less frequently both in America and Europe."

It may seem strange that "Punch" should be known and appreciated in a district so remote, but such was the case, for we were a somewhat cultured people in Canada, if I do say myself.

The newspaper had been wrong in its prediction about Mark Twain, I don't know that he ever wrote for "Punch," and we all thought it showed a certain amount of conceit on the part of any man to imagine he could fill the place of the great Artemus, who, by the way, had been the god in the machine in bringing the young Californian writer to the notice of the critical East—that is to say, east of the Rocky Mountains. Yet I suppose few will dispute the contention that Mark Twain became a much greater man than the genial Artemus Ward.

One time in my life I lived a month in the same Swiss village as Mark Twain, and was with him every day. Here he had an ideal workshop, for two sides of it were of glass, affording a magnificent view up and across Lake Lucerne. Vines climbed up the hill outside, and reached right to the window ledges of the small study, whose wall was painted with an Alpine fresco in startling colours.

At that period Mark Twain's abundant hair, although almost pure white, still held a suggestion that it had once been brown; and his brown moustache was but slightly touched with grey. His face was fresh looking, and not wrinkled to any extent.

He smoked a curved briar pipe, invented, I believe, in Ireland, and for which he abandoned his formerly beloved corncob that he had learned to smoke while in the west of America; a Missouri meerschaum, as they call it out there for it colored rapidly, and didn't last very long. When Mark Twain first came to Europe, he always brought with him a stock of these corncobs. They seemed to me to provide a raw, uncouth kind of smoke.

Expressing this sentiment once to Mark, he replied: "That's because you don't know how to begin them. When you get a new corncob pipe, you should hire a cheap man and make him smoke it pretty continuously for three days; then pay your man, and put a new stem into the bowl. Given reasonably good tobacco, you'll find it the sweetest smoke in the world. The cheap man very often survives."

Mark, however, became so enamoured of the patient briar root pipe, which an English friend had presented to him, that he proposed he and I should form a company for its exploitation in America. I was to do the office work while he would be our travelling man, smoking continuously, and exhibiting the merits of the pipe.

Mark Twain, desirous that writing was real work. There was nothing easier, he declared, than sitting in a chair and writing with a pen. He regarded himself merely as an amanuensis to Providence, who suggested to his brain certain things which he wrote down. Nevertheless, he worked indefatigably, and when staying in Florence regularly woke up at two o'clock in the morning, and having started a fire with the pine cones and wood always left in readiness, he began his day's writing.

His true books, he believed, were written from impressions unconsciously absorbed during youth. Sometimes, as in the case of "Tom Sawyer," he came to a standstill when a book was but partially written. The task into which had dribbled during previous years the material now being adapted in his book, had run dry; so the work was put on one side, to be taken up years later, and completed when the task had dribbled full again.

According to Mark Twain, there were only six men in the world at any time, and there never was and never will be a seventh.

"If these six men," he averred, "live in tropical Africa, they don't wear clothes. If they live in London, they wear nice clothes. If they live in Arkansas they wear—nothing."

But they are always, and everywhere the same six men, with never a seventh. One will be silent and morose and stoic; another will have a financial brain, and he will make money. Another will be romantic and poetical, and so on, but when the six is reached, the range is exhausted, and you look in vain for the seventh. With the six men all the books are made.—Robert Barr in "Morning Leader."

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO.—

EX E.S. TOSA from Abu.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Dated the 3rd May, 1910. 1343

Public Companies

PEAK TRAMWAYS COMPANY, LIMITED

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road Central, on SATURDAY, the 26th day of May, 1910, at Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st April, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to 2nd June, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 10th May, 1910. 1343

A. S. WATSON & CO. LIMITED.

NOTICE is HEREBY GIVEN that the TWENTY-FIFTH ANNUAL ORDINARY GENERAL MEETING of this Company (since its Registration) will be held at the Offices of the Company in Alexandra Buildings, on TUESDAY, the 31st instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Acccounts to 31st December, 1909.

The REGISTER of SHARES will be CLOSED from THURSDAY, the 26th inst., to WEDNESDAY, the 1st June, both days inclusive, during which period no transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 21st May, 1910. 1343

Notice of Firm.

NOTICE.

CHINA COMMERCIAL TRADING COMPANY, Merchants and Commission Agents, have this day been established at No. 3, QUEEN'S ROAD CENTRAL, 2nd Floor.

Dated the 3rd May, 1910.

LO YUK KEE, Manager.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SUEVIA."

Captain Ko'se, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the harbour and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary is given before 10 A.M.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO.—

EX E.S. TOSA from Abu.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Dated the 3rd May, 1910. 1343

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent,

Intimation.

Powell's
28, QUEEN'S ROAD.

GENT'S

HELMETS

FINE QUALITY
INDIAN PITH

Covered English Felt
in White and Grey.

FEATHER-
WEIGHT.THE
"SINGAPORE"

made of Rubber, covered white affords splendid protection.

THE
"SHIKAR"

Clark and Gossamer in white with puggree. A SMART AND USEFUL HAT.

"PIGSTICKER"

in Khaki Silk Alpaca.

A reliable helme for those continually exposed to the sun.

BEST QUALITY
GOODS ONLY.

**W.M. POWELL,
LTD.**

28, Queen's Road.

Hongkong, 25 May, 1910.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Official Administrator, to sell by PUBLIC AUCTION, For Account of the Estate of the late Mr. THOMAS ISAAC ROSE,

FRIDAY, the 25th May, 1910, at 1 P.M., at "Goolian," Conduit Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED, Comprising:—

CHIPPENDALE SOFA and CHAIRS, TEAKWOOD SIDEBOARDS, with BEVELLED GLASS, TEAKWOOD DINING TABLE and CHAIRS, MOROCCO-COVERED RASBY CHAIRS, Double BRASS BED-STEADS with WIRE and HAIR MATTRESSES, DRY-SING TABLES with BEVELLED GLASS, TEAKWOOD WARDROBES with BEVELLED GLASS, OVER-MANTELS, WASHSTANDS, CANTON-CARVED BLACKWOOD BOOKCASE, CUPBOARD STANDS, MARBLE-TOP BLACKWOOD FLOWER STANDS, ENGRAVING, a QUANTITY of JAPANESE and CHINESE CURIOS, AXMINSTER CARPETS, GLASS, CROCKERY and F.P. WARE, LACQUERED TEA-POY, SILK-EMBROIDERED SCREENS, ELECTRIC FANS and ELECTRIC LAMPS, &c., &c.; ALSO ONE COTTAGE PIANO by Hause, flat cover; AND A Large Quantity of PLANTS in POTS. Catalogues will be issued.

TERMS.—As usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 21st May, 1910. (38)

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON SATURDAY,

the 28th May, 1910, at 11 A.M., at their Sales Rooms, No. 8, Des Vieux Road, corner of Ice House Street, The following Salvaged S.S. "AI HAN"—CLOCKS, PATENT LOGS, PATENT SOUNDRUNNING MACHINE, FLAG, 2 COMPASSES, MERCURIAN BAROMETER, TELESCOPE, RULER, 1 SIGNAL BOOK, 1 SAILING DIRECTION BOOK; ALSO

TYPHOON BAROMETER, 1 WIND INDICATOR, 3 CHRONOMETERS, AND ONE NEW METAL BAND SAW and NEW EVERY DRILL CYLINDERS. Catalogues may be had on application.

TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th May, 1910. (39)

Intimations

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Products for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.
Hongkong, 21st January, 1910.

CHINESE ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 355 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers, Hongkong, 21st January, 1910.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO., CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 19, DES VIEUX ROAD CENTRAL. The only shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG founded the Annex to our Dispensary and gave us every satisfaction."

(Sd) A. S. WATSON & CO., 25th May, 1910.

ORDERS practically attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 24th May, 1910.

BRAZIL VERSUS MALAYA.

INTERVIEW WITH DR. Z. L'S COMMISSIONER.

Desiring an authoritative statement on the position of the rubber industry in Brazil, a representative of "The Rubber World" waited upon the Commissioner for Brazil at the Brazilian Consulate, where Mr. de Vasconcellos courteously gave an hour of valuable time to the discussion of the present and future of Brazilian rubber. The first point raised was the frequently asserted statement that when the rubber plantations of the Middle East are in bearing, Brazilian rubber will be crowded out of the world's market. To this statement Mr. de Vasconcellos takes great exception.

"I notice," he remarked, "that in 'The Rubber World' of March 31 Sir Frank Swettenham says that no later than 1915 the production of cultivated rubber will be so enormous that the consequent drop in prices may kill the wild-rubber trade of South America altogether. Now, I may say at once no conceivable fall in prices will have that effect. If the prices of rubber in London fell to half-a-crown or even to a shilling a pound, rubber would still be exported from Brazil."

"Then there is nothing in the asserting that Para rubber costs over half-a-crown to collect?"

"Nothing. As a matter of fact, the rubber collectors are not paid wages; the rubber they collect is brought from them at the market price of rubber in Para, less a commission of 2 milreis or more. Master-traders sometimes employ as many as 50 men, heads of families. The estate in such a case would be larger than an English county, and its inhabitants would purchase all their requirements from the store kept by the trader. Thus there is a double profit secured by the trade—the commission on the rubber, and the profit on the storekeeper."

"You think the value of cultivated rubber—?"

"It is greatly over-estimated. I have no quarrel with cultivated rubber; on the contrary, I believe that there is ample room for it in the world's markets, but I do not believe that it will ever compare favourably with hard Para from Brazil."

"What is your opinion of the boom?"

"Well, in one sense I welcome it. It has stirred us up. The industry was—I will not say stagnant, but stationary. Now we are fully alive to its possibilities, and the Government of Brazil is doing everything in its power to encourage it."

"Are you planting in Brazil?"

"Oh yes; and we are also introducing order into the estates. The old windfall paths among the 100 or 150 trees blotted the collection of rubber; the paths are now being made more regularly. Seedlings are being planted between the existing trees when the distance warrants it. The Government is offering bounties for planting and for new methods of curing, and there is an invention about to be introduced which will vastly improve the curing of rubber. So it must not be supposed that my Government is behind-hand in recognising the necessity for better methods of collecting and curing."

"How has the financial side of the boom affected you?"

"Well, we have had the advantage of the artificially-inflated price of rubber, but otherwise the boom has passed us by."

"There is room, I suppose, for the investment of capital in Brazilian rubber?"

"Unquestionably; but the British investor seems to prefer other outlets. As a consequence, the United States and Germany, who have no possessions suitable for rubber-growing, are investing their money in Brazil, and this is likely to affect your country injuriously in the future. Your manufacturers may have to buy hard Para in the New York market. Such a contingency does not seem to have occurred to them but, unless more British capital is employed in Brazil, it is quite likely to happen in the near future."

"Can you suggest any reason why British capital does not flow to Brazil?"

"Well, rubber companies have failed; but only for reasons which cause the failure of companies everywhere: over-capitalisation, and often total ignorance of local conditions."

"There has been some mention of bad titles to land purchased?"

"It is quite likely that there have been instances, but in so part of the world does a fool have to journey far to find a rogue. I am quite sure no case has occurred that might not have happened anywhere. There is a registry of titles in all the principal towns of Brazil, and if the services of a local notary be secured before purchase there will be no talk of a bad title."

"Then there will be the avoidance by the British public of Brazilian rubber as an investment is detrimental to the best interest of the rubber trade here?"

"Undoubtedly. So long as hard Para is required by your leading manufacturers—it is essential that you should have a reasonable control over the output, and this control can only be secured by the investment of British capital in Brazil; and with sound finance and good management such investment should be at least as remunerative as that in the best rubber plantations of the Middle East."

"Is there an opening in Brazil for British immigrants?"

"Well, I should like to say yes. But it has been asserted so often that Brazil is unsuitable for British immigrants that, in retaliation as it were, we have come to think that the British immigrant is unsuitable for Brazil. It should not be so, for labour is coming into Brazil from all parts of Europe, and there is no real reason why Englishmen should not do well there."

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG founded the Annex to our Dispensary and gave us every satisfaction."

(Sd) A. S. WATSON & CO., 25th May, 1910.

ORDERS practically attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 24th May, 1910.

Messrs. A. S. WATSON & CO.,

Hongkong, 24th May, 1910.

Written by all Chas.

NOTICE OF REMOVAL.

WE OFFICES to 1, QUEEN'S BUILDINGS, Chater Road, hitherto occupied by the National Bank of China.

E. S. KADOURIE & CO.

Hongkong, 24th May, 1910.

Written by all Chas.

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Hongkong, 24th May, 1910.

Written by all Chas.</p

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
HIGH CLASS
AERATED
WATERS.

THIS SEASON'S PRICES :

PER DOZ.

Soda Water	50 Cents
Soda Water (Bombay bottles)	60 "
Potash, Seltzer & B. P. Soda	60 "
Lemonade	65 "
Tonic Water	75 "
Lithia Water	75 "
Ginger Ale	75 "
Sarsaparilla	75 "
Orange Champagne	75 "
Lemon Squash	75 "
Raspberryade	75 "

SPECIALTIES :

Stone Ginger Beer	85 Cents
Dry Ginger Ale	Pints 5/-; Pints 6/-
Lime Fruit Cham-	page Pints 5/-; Pints 6/-

Bottles will be charged for at the Rate of \$1.10 per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 30th April, 1910.

[28]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE):
DAILY—\$55 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.

At Feradale, Combe, Martin, N. Devon, on May 3, 1910, the wife of H. G. W. Woodhead, of a daughter.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 15, 1910.

DRINK IN THE TROPICS.

In our article on the above subject last Tuesday, we omitted one little word in the sentence pronounced by the doctors on "light red and white wine mixed with boiled water or soda." The little word was "not." This kind of drink, therefore, is not forbidden by Dr. Liemann, nor by the amplifier of his work, Dr. Newham. We ought, however, to note that in dealing with the question of keeping perfectly "fit" in hot climates, the only drink containing alcohol, not forbidden by these doctors are light wine, diluted.

This is a very vexed question. We are inclined to agree with Dr. Liemann, whose great experience and European reputation entitle him to respect. Some doctors permit, while they do not recommend, a moderate amount of alcohol, whisky for preference. We very strongly suspect that they permit even that quantity in much the same spirit as the old Puritans, or the ancient rigorist Fathers just tolerated mati-

mony, as a barely permissible substitute for worse evils. Modern research is certainly a deadly enemy to that temporarily comforting, but there can be no doubt deleterious, beverage whisky and soda. We can remember when old Anglo-Indians still talked about "brandy-pawnee." Good people at home used to imagine that this was some wonderful Oriental nectar with brandy in it. Pawnee was just Indian pidgin-English for water. The word of course is derived from the Hindustani *pānī*. Many jokes, good and bad, have been made about brandy pawnee and Anglo-Indians. We have not a copy of *Vanity Fair* handy, but we think the "fat civilian" Jos Sedley is linked with this exotically named but homely drink in one of Thackeray's gibes. When brandy became discredited, whisky took its place on the plan that a fellow knew what he was drinking when he took whisky, but the brandy sold out here in the East was not to be depended upon, and, besides that, whisky was cheaper. Note that brandy's fate has now befallen whisky. Just the same, "What is whisky?" is a question which has not only agitated the Law Courts, but has actually engaged the punctiliously barren labours of a Royal Commission. As far as we are concerned in these climates, however, the distinction or difference between "pot-still" and "patent-still" has no further significance in the face of the stern condemnation by the Faculty of every kind, pot or patent. Some doctors permit stout. Others are horrified at the idea of murdering one's liver with such stuff. And in truth both seem right and both seem wrong. For we know that many people say that stout does them good, and others dare not touch it. The truth, we think, really is that one cannot lay down a hard and fast rule. Proverbs, which are so often misleading when applied to particular cases, are intended to apply to these generalizations. "One man's meat etc." Of course, in general, it must be admitted, those who can do with our any form of alcohol, including stout, those who think they can, will do well to take the advice of Dr. Liemann. On one thing we cannot too much insist. We insist that this is a matter of health, not of morals. If a man does not mind perspiring more than is good for him, and appears to enjoy prickly heat, sluggish liver, gout, etc., let him drink as much as he likes; it is his skin, his liver, and his big toe, not ours that will suffer, and we have no more right to meddle with his conscience than we have with his big toe, or his private correspondence.

THE KING'S MESSAGE.

TO HIS PEOPLE BEYOND
THE SEAS.

THE HERITAGE OF THE BRITISH EMPIRE.

The following telegrams have been received by His Excellency the Officer Administering the Government from the Secretary of State for the Colonies:

(1)

London, 23rd May, 1910.

His Majesty the King commands me to express to Legislative Council His warm thanks for their dutiful message on the occasion of His accession to the Throne. He deeply appreciates their wishes for the prosperity of His reign.

(Sd.), CREWE.

(2)

London, 24th May, 1910.

His Majesty the King commands me to convey following message for publication:

"To my people beyond the seas:

"The innumerable messages of kindness from my loyal subjects beyond the seas have deeply touched my heart and have assured me that I have in full measure their sympathy in the great trial which has befallen me and them, that my sorrow is their sorrow, that I share a common loss. The happiness of all his people throughout His dominions was dear to the heart of my beloved father. For them he lived and worked, in their service he died, and I cannot doubt that they will hold his name in grateful remembrance. I am now called to follow in his footsteps and carry on the work which prospered in his hands. As a sailor I have been brought into constant touch with the overseas dominions of the Crown, and I have personally realized the affectionate loyalty which holds together many lands and diverse people in one glorious fellowship. Nine years ago I travelled through the Empire accompanied by my dear wife, and had the late King lived, we should together at his express wish have visited South Africa in the coming Autumn, to open the first parliament of the South African Union, the latest and greatest evidence of that peace and harmony which my father ever loved to promote. It will be my earnest endeavour to uphold Constitutional Government and to safeguard in all their fulness the liberties which are enjoyed throughout my dominions; and under the good guidance of the Ruler of all Men, I will maintain on the foundation of freedom, justice and peace the great heritage of the United British Empire."

(Sd.), CREWE.

(3)

London, 24th May, 1910.

His Majesty's birthday will not be celebrated this year in any part of the Empire.

(Sd.), CREWE.

OBSERVANCES IN JAPAN.

Tokio, May 20.

Holy Communion at St. Andrew's Church this morning preceded a memorial service at Trinity Church, Tokio. The Crown Prince and Princess represented Their Majesties the Emperor and Empress of Japan, Princes and Princesses of Japan, the Gaekwar of Baroda, the Elder Statesmen, Cabinet Ministers, members of the Diplomatic Corps, high officials and officers (the latter including representatives of nine grades in the Army and Navy respectively), members of the British community and others formed a congregation numbering 350.

One battalion of the Imperial Body Guards (Infantry) under the regimental commander, one section of bluejackets from H.M.S. *Bedford* and from H.M.S. *Yakumo* respectively, formed Guards of Honour, while a battery of field artillery fired 101 minute guns.

The men-of-war *Bedford* and *Yakumo* at Yokohama and the *Flora* and *Okinoshima* at Chemulpo fired sixty-eight minute guns. The Japanese men-of-war at home and abroad flew their flags at half-mast.

H.M.S. *Bedford* and the *Yakumo* assisted in a memorial service at Yokohama. Similar services were held at Kobe, Nagasaki and Hakodate.

SERVICE AT PEKING.

Peking, May 20.

A service of a most solemn character was held to-day and was attended by numerous Chinese Princes and high officials, members of the various Legations, Missionaries and the British community.

THE LYING-IN-STATE.

London, May 20.

The Lying-in-State has finished. Altogether 400,000 people passed the bier.

WREATHS AND CROSSSES.

London, May 20.

King George V has sent a cross of white orchids and many wreaths of white may to be placed on the coffin to-day.

POLICE PRECAUTIONS.

London, May 20.

The most rigorous precautions are being taken by the police in view of the gathering of Sovereigns.

The troops all along the route will stand literally shoulder to shoulder.—*N. O. D. News*.

MEMORIAL EXERCISES IN SHANGHAI.

21st May.

Public life in Shanghai came to a pause yesterday out of respect for the funeral of His Majesty King Edward VII, which was then taking place in England. The day was set apart as a special mourning day throughout the British Empire, and although Shanghai is not included within the Dominions beyond the Seas yet the day was honoured just as sincerely by our cosmopolitan community as by the most loyal of King's subjects. Here we are of all nationalities. True, British interests predominate—but nonetheless the sympathy shown by our varied population was a sure indication that King Edward's noble qualities were recognised and honoured by all. Early in the morning a throng of Chinese and Europeans gathered on the foreshore and watched the sailors and marines from the British men-of-war to port assemble there. There were the detachments from the *Minotaur* and from the *City*, and numerous naval officers, all in full dress, lined up on the foreshore while a large crowd of civilians also gathered in the same place. For several hours—up to eleven o'clock—perhaps—the civilians moved about in an indescribable mass, but as the sailors and marines moved off towards the British Consulate grounds they ranged themselves in orderly file along the Bund, so that when the Indian Police, led by Captain Barrett and Mr. Springfield, came along to take up their position they found a most orderly crowd awaiting them. All about the town there were evidences of the respect which foreigners wished to pay to the memory of England's King. The flags of all the European countries represented in the Settlement were flown at half-mast, and Oriental countries were by no means found lacking in this same mark of sympathy, and respect. From innumerable business houses and official residences the Chinese flag drooped at half-mast, the ensign of Japan also was displayed in a similar position. Indeed, it was apparent to the most casual observer that all nations whose interests are in any way connected with the Settlement had combined to pay that last token of respect to him who has justly earned the title of "Edward the Peacemaker." Not only about the business portions of the Settlement was it that flags were flown at half-mast, but in the outlying districts the same thing applied, particularly in Hongkong, where so many of our Japanese citizens reside. Here the "Rising Sun" of Japan was to be seen on all sides, in each case fluttering from half-mast. The sympathy with which it flew in her great loss was universal—which proved how largely King Edward had loomed in the minds of all nations when the general movements of the world came in for consideration. On all sides were marks of sympathy; in the French Settlement as less than in the International. Indeed, our French friends and neighbours came forward nobly and joined in the general mourning, just as though the exalted ruler who had passed away had held sway over France.

From the British Consulate to the gate of the Cathedral compound were soon gathered a throng numbering thousands. On either side of the Bund they lined the footpaths until the latter were wholly impassable, and at the entrance to the Consulate the crowd surged and pushed with ill-concealed eagerness to see the procession which was to go to mourn the King. Along the road were policemen armed with carbines and while these were able to keep the crowd from the entrance to the Consulate, the police were unable to block the thoroughfare close to the Garden Bridge. Lt.-Col. Bruce, Mr. K. J. McEwan, Captain Barrett, and Mr. M. O. Springfield, all of whom were mounted, patrolled the Bund directing the efforts of the rank-and-file, and thanks to their admirable arrangement perfect order was maintained *en route*. The sailors and marines remained inside the Consulate compound until eleven o'clock when the order was given to fall in, and as they did so they presented a rare spectacle, stretching in a double line from corner to corner of the grounds, the guards with rifles at the south end, and then the marines with their bright red and blue uniforms, and then the remaining bluejackets. At the half hour approached the Light Horse under Lieutenant Drakesford and Mounted Section of "A" Co., under Lieutenant Fenton arrived, and the procession was then formed up. In waiting outside was a guard of Sikhs under Trooper Sub-inspector Spottiswoode, and as the procession started this troop took its position at the head. Following the Sikhs came the Light Horse and mounted Section, who proceeded slowly at the walk, and between them and the sailors marched the band of H.M.S. *Minotaur*. On leaving the Consulate the musicians struck up Chapin's Funeral March, the sad notes of which sounded till shrill and clear until the Cathedral was reached. A hundred bluejackets from the *Minotaur* had been chosen as a guard of honour, and these now formed up in the procession with arms reversed. They were followed by the marines, and then came men from the Alacrity and the destroyer in port. The procession was brought up in the rear by a group of officers, conspicuous among whom was Admiral Sir Alfred Leigh Winslow, K.C.B., C.V.O., C.M.G., whose breast was adorned with many medals and decorations. Walking beside him was Sir Pelham Warren, K.C.M.G. While the officers were crept on their arms, each of the sailors carried a black knot.

All along the route there was intense eagerness to watch the procession. At every window were faces of interested spectators, while in the immediate vicinity of the Cathedral the window space failed to suffice and people could be seen standing on the narrow ledges of the buildings.

THE experimental planting of Sea Island cotton, which had been pursued for some years has now been practically abandoned. It was abundantly proved that the soil and climate

were admirably adapted to this cultivation, and samples sent to Hongkong and Japanese markets were favourably reported on. An estate for the cultivation of cotton (kapas) would probably prove a financial success if operations were started in one of the more populous districts, where the labour of women and children for picking would be easily obtained.

When the first strains of the solemn dirge from the *Minotaur*'s band broke upon the ears of the assembled multitude on the Bund—the band being in the Consulate compound—a great hush descended upon all and in many instances heads were bowed as the sailors and marines marched by. First of all

came the Mounted Police, led by Inspector Spottiswoode, followed by the Light Infantry of the S. V. C. Then came the Mounted Infantry and the band, playing Chapin's Funeral March. The solemn strains of music struck a responsive chord in the hearts of most present and, with bowed heads, blue-jackets marched by with slow and measured tread. It was an impressive sight. The officers with swords bared but reversed, and the men with arms reversed. And behind all, marching side by side, were the two highest representatives of Great Britain in Shanghai—Admiral Winslow and Sir Pelham Warren, H.M.S. Consul General. Behind them came a throng of citizens of all nationalities, Chinese in the majority, but they marched with all the solemnity which the occasion demanded. From the Consulate to the Cathedral compound the procession wound its way, passing between sorrowing citizens the while. At the Cathedral compound were the various units of the Volunteers, drawn up to pay a last tribute of respect, while inside the Cathedral the solemn memorial service progressed attended by a multitude which thronged the edifice in its utmost capacity outside on the lawn where the Cathedral pews had been placed a vast overflow congregation was in attendance. Whilst they waited the booming of the minute guns commenced, and continued until the full salute had been fired off, which occupied till 2.30 a.m.—*Shanghai Times*.

FATAL AFFRAY AT TAIKOO DOCKS.

BOILER-MAKER CHARGED WITH MURDER.

"BREEZE" BETWEEN OPPOSING COUNSEL.

Before Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, at the Criminal Sessions this morning, Yu Chan was indicted on a charge of having wilfully and with malice aforethought murdered one Su Fo, a boiler-maker, in the Taikoo Docks on the 24th March last. Mr. W. Slade, K.C., Acting Attorney-General, instructed by Mr. H. L. Denys, Sr., from the Crown Solicitor's office, appeared for the Crown, and Mr. Eldon Potter, instructed by Mr. E. Davidson, was for the defendant. Prisoner entered a plea of not guilty.

The following was the jury:—Messrs. W. J. Ratley (foreman), A. K. Rahman, J. H. Sibb, J. F. van Rees, T. Barnett, G. M. Dalgety and C. H. Lyon.

Mr. Slade stated that prisoner was charged with the murder of a man named Su Fo on the 24th March last. The deceased man and prisoner were both employed in the Taikoo Docks. The jury would have no doubt in their minds after they heard the evidence that a quarrel arose in the Docks on the morning of the 24th between a gang of boiler-makers and a gang of carpenters over a block of wood for a lighter which was in the process of being built; the block having been removed. The foreman of the boiler-makers and the foreman of the carpenters to the course of the quarrel came to blows, but they were separated by one of the European employees in the Docks. Subsequently a gang of over 100 men—a mixed crowd, consisting not only of carpenters but of a number of friends also—came to attack the boiler-makers who were working on the lighter. According to the evidence, prisoner was among the gang.

The Deputy Registrar—Mr. Otto, your name was called this morning and you failed to appear. Will you please explain your absence?

Mr. Otto—I'm sorry, my Lord. I got up late this morning and quite forgot the Sessions. My boss is away and I'm the only person in the office.

His Lordship—You say you had forgotten?

Mr. Otto—Yes, my Lord.

His Lord

HONGKONG GYMKHANA CLUB.

PROGRAMME FOR SATURDAY.

The programme with list of entries for the second meeting this season, which takes place on Saturday, first race commencing at 3.30 p.m., is as under:

FIVE FURLONGS FLAT RACE.—For subscription griffins of any season which have not won an official race. Weight for inches as per scale. Winners at first Gymkhana this season of one race 7 lbs. of two or more lbs. extra. To be ridden by jockeys who have not won official races in Hongkong, Shanghai or Tientsin. Entrance fee \$5, 1st prize: Presented by Mr. John Johnstone, 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. Black's Spirit Level

Lieut. Col. A. Chapman's Recruit

Mr. Comet's Bulgarian Chief

Capt. Heathcote's Tomahawk

Mr. Hickman's Kerry

Mr. John Bell Irving's Blankney

Mr. Ellis Kadouris Roumanian Chief

Mr. L. N. Leslie's Snooker

Mr. J. B. C. Neilson's Walnut Tree

Mr. O. K.'s Double Dragon

Mr. Arthur Robert's Hartwood

GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10st. 6lbs. Winners of an open race or open griffins race 5lb. extra. Non-winning subscription: griffins allowed 7lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 7lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the race for the Gymkhana Stakes at the Gymkhana meetings during the season, coupling 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored in pass with the pony on a sale. Any winner of the race to carry 7lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning 7lbs. to be deducted next time he starts. Such 7lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulative up to 15lbs. Entrance fee \$5, and prize: \$15. (Half entrance fees to go to winner.)

Mr. J. B. C. Neilson's Walnut Tree

Mr. Arthur Robert's Hartwood

Mr. Hickman's Kerry

Mr. John Bell Irving's Blankney

Mr. Ellis Kadouris Roumanian Chief

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CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

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Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a regular Schedule Service of 12 DAYS YOKOHAMA TO VICTORIA, 11 DAYS HONGKONG TO VICTORIA, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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Connecting with Royal Mail Atlantic Steamers.

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"EMPEROR OF JAPAN"

SATURDAY, JUNE 4TH.

"EMPEROR OF CHINA"

SATURDAY, JUNE 25TH.

"EMPEROR OF INDIA"

SATURDAY, JULY 16TH.

"MONTEAGLE"

TUESDAY, AUGUST 16TH.

"EMPEROR OF JAPAN"

SATURDAY, AUGUST 6TH.

"EMPEROR OF CHINA"

SATURDAY, AUGUST 27TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 11 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britian" and "Empress of Ireland" are magnificently appointed vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers of the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Manila and Borneo in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line). 1511.

Passenger on the Europe has the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 145.

Via New York 145.

For further information, Maps, Guide Books, Bates of Passage & freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Fudder Street and Praya (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

From Steamship On

SINGAPORE, PERAK & CALCUTTA, KUMSANG* THURSDAY, 26th May, Noon.

SHANGHAI HANGSANG* THURSDAY, 26th May, Noon.

MANILA LOONGSANG* FRIDAY, 27th May, 4 P.M.

TIENTSIN CHEONGSHING* WEDDAY, 1st June, 4 P.M.

MANILA YUENSANG* FRIDAY, 3rd June, 4 P.M.

SHANGHAI, KOBE & MOJI FOOKSANG* FRIDAY, 10th June, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutang," "Nanwang" and "Nanwei" leave about every 2 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Charge on through Bills of Lading to Yangtze Ports, Chito, Tientsin & Newchwang.

For Freight or Passage, apply to

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Telephone No. 315 Hongkong, 24th May, 1910.

15

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS.

TO SAIL.

MANILA, ZAMBOANGA & AUSTRALIA, "CHANGSHA" 26th May, 4 P.M.

SHANGHAI "SHAOXING" 26th " 4 P.M.

AMOY, NINGPO, CHEFOO AND NEW-CHONGWANG "PAOTING" 27th " 4 P.M.

SHANGHAI "LIMAN" 29th Daylight.

CHEFOO & TIENTSIN "HUIZHOU" 29th Daylight.

MANILA "TAMING" 31st 3 P.M.

CEBU & ILOILO "KAIFONG" 31st 4 P.M.

SHANGHAI "ANHUI" 2nd June, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anping, Chong, Liang, Chinkow,) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking charge on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passenger must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 6 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

AGENTS.

Telephone No. 36. Hongkong, 25th May, 1910.

19

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	For.	Captain.	For	Sailing Date.
RUBI.....	MANILA	A. Fraser.....	SATURDAY, 28th May, 11 Noon.	
SAVIO.....	"	R. Rodger.....	SATURDAY, 4th June, 11 Noon.	

For Freight or Passage, apply to

SHEWAN TOME'S & CO.

GENERAL MANAGERS.

Hongkong, 15th May, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA



REGULAR SERVICE PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transhipment, the shortest and fastest route from the Pacific Coast to CHICAGO). Taking cargo on through Bills of Lading to all Overland Commerce Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.
TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. .....	.....	WED'DAY, 30th June, at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

For	Steamers	Leaves
TASMI v. SWATOW & AMOY.	"DAIJIN MARU" Captain Y. Kobayashi	SUNDAY, 21st 10 AM.
SHANGHAI via SWATOW & AMOY and FOOCHOW	"BUJUN MARU" Captain Y. Fusuno	THURSDAY, 2nd June, at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "EDUDIN" (1st Class, Cabin AMIDSHIP).

For information of Freight, Passages, Sailing, etc., apply to the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 25th May, 1910.

T. ABAYA, Manager

Shipping—Steamers



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, Australia, India, Aden, Egypt, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANAH,"

Captain H. Powell, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 28th May, 1910, at Noon, taking Passengers and cargo for the above Ports in connection with the Company's S.S. "China," 7,912 tons, from Colombo. Passengers' accommodation in which is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London—(under arrangement) will be transhipped at Colombo late the Mail steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Himalaya," due in London on 10th June 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 16th May, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"AFRICAN PRINCE,"

will be despatched for the above Port on TUESDAY, the 14th June, 1910.

For Freight or Passage, apply to

ARNHOLD, KARBERG & CO., LTD.,

General Agents.

Hongkong, 17th May, 1910.

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RUBBER STATE RETURNS.

	Mar.	April	Total
Allagar	2,050	2,400	8,300
Alor Pongau	1,150	1,150	
Alor	600	600	
Anglo Malay	53,167	48,839	101,000
Ayer Molek	1,344		
Ayer Kuning	200		
Balgowrie	9,028	8,673	33,904
Banteng	1,464	1,381	5,410
Batu Caves	13,011		29,835
Batu Tiga	6,300	6,233	12,533
Berlau	9,588	10,000	41,088
Bukit Kajang	2,003	3,151	8,937
Bukit Rajah	41,697		115,373
Bukit Lintang	2,850	3,000	10,350
Bukit	6,930	(for six months)	
Carey United	8,000		19,550
Castlereagh	2,800	2,700	11,012
Chatukar Serdang	3,787	3,003	9,596
Cicely	9,625	26,181	
Consolidated Malay	24,114	6,183	
Caledonia	16,000		56,700
Damansara	2,854	3,071	
Edinburgh	5,800	3,450	
Federated (S'gor)	8,473	10,246	
F.M.S. Rubber	24,450	29,310	58,810
Gedong	15,000		24,000
Glenayre	1,663	1,045	5,603
Glenbrial	2,122	2,316	8,110
Golden Hope	6,01	8,350	19,083
Golconda	12,128		33,737
Harpending	5,100		11,645
High & Lowlands	47,273	42,265	173,458
Iudu-Kesuth	13,182		37,461
Jugra	7,70	7,70	15,400
Kapar Para	6,783		16,343
Kamuning	6,232	6,293	24,634
Kempsey	7,304	8,043	9,195
Kepong	3,290	2,425	7,784
Kuala Klang	1,622		
Krian Kub. Est.	2,991		5,773
Kuala Lumpur	4,000	38,600	173,010
Labu	16,112	14,720	53,039
Ladbury	27,717	9,818	106,740
Ladbury	8,555	8,334	32,834
Linggi	63,500	60,300	129,500
London Asiatic	9,851	9,574	35,402
Mahcoca Plant	27,000		81,007
Melton	1,783		1,783
North Huimock	6,07		
Noya Soc. I.	6,020		16,050
Pajam	3,000	2,300	
Pauing	6,065	28,144	97,244
Pegoh	3,114	3,400	11,855
Perak Plant	8,851		28,112
Port Dickson	6,11		1,675
Riba Rubber	4,396		13,710
Rubana	11,000		33,220
Sengat	5,165	5,593	20,020
Salata	4,423	5,025	14,048
Sangal Choh	3,150	3,300	12,850
Sangal Kapar	10,000		53,000
Sandycroft	7,785		27,565
Sasefield	11,417		28,637
Selangor	33,178		66,781
Sembawang	37,140	11,145	110,182
Shelford	5,720	5,145	13,042
Spore & Johore	8,37	8,156	10,005
Singapore Para	4,700	5,300	18,800
Straits Robber	28,100		
Sangal S'kak	8,93		4,771
Tall Ayer	11,500		31,500
Tralagar	270		370
Troon	1,084		3,160
United Singapore	7,004	1,300	3,460
Vallambrosa	270,002	(year to end March)	
[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.— <i>Sinhagha Fran Praha</i> .]			

COMMERCIAL.

TO-DAY'S EXCHANGE.

Bills.

London—Bank T.T. 1/0 7/16

Do. demand 1/0

Do. 4 months' sight 1/0 7/16

France—Bank T.T. 1/0 7/16

America—Bank T.T. 1/0 7/16

Germany—Bank T.T. 1/0 7/16

India T.T. 1/0 7/16

Do. demand 1/0 7/16

Shanghai—Bank T.T. 1/0 7/16

Singapore—Bank T.T. per H.K. 1000 1/0 7/16

Japan—Bank T.T. 1/0 7/16

Iewo—Bank T.T. 1/0 7/16

Rupees 1/0 7/16

Bank of England rate 1/0 7/16

Sovereign 1/0 7/16

Shanghai.

Arrivals.

Tamon Maru, Jap. s.s. 3,100, V. Yamashita, 24th May—Mitsi 1910, May Coal.—M. B. K.

Admiral Dupore, Fr. s.s. 5,144, Marion, 24th May—Avesa 1st April Gen.—C. R.

Hellots, Due s.s. 1,021, Lwari, 24th May— from Pula Cambodia Kerosene oil.—P. & Co.

Bourbon Fr. s.s. 1,200, Rois, 24th May—Avea 2nd May—Cachets and Strait

S. & Co. Ltd.

Thomas, 24th May—Cachets and Strait

Hupan, Br. s.s. 2,050, Mathias, 24th May—Swatow 23rd May—Ballast—Order.

Liman, Br. s.s. 1,150, Williams, 24th May—Shanghai 22nd May—Gen.—B. & S.

Chelung, Ger. s.s. 1,071, Drub, 24th May—Bangkok 24th May—Rice and Wood—B.

& S.

Vanatu Br. s.s. 2,313, H. E. Pardon, 24th May—Mitsi 1910—Coal—Dowall & Co.

George Apur, Br. s.s. 1,007, S. H. Balson, 24th May—Mitsi 1910—Coal—D. & Co.

Lima, 24th May—Cachets and Strait

Leopold, 24th May—Cachets and Strait

VESSELS IN PORT.

SWIMMERS.

Vessel	From	Agents	Days
Antract, Ger. s.s. 1,102, Schlopp, 24th May—Dalm 17th May—Coal—M. & Co.			
Borneo, Ger. s.s. 1,341, F. Sembl, 19th May—Sandakan 14th May—Coal—M. & Co.			
Changha, Br. s.s. 1,241, E. Finlayson, 21st May—Australia via Philippines 27th April Gen.—Gen.—B. & S.			
China, Am. s.s. 5,064, D. E. Friede, 15th May—San Francisco 19th April—Mails and Gen.—P. M. S. S. Co.			
China, Aus. s.s. 1,061, J. Bergoglio, 23rd May—Shanghai 20th Gen.—S. W. & Co.			
Derwau, Ger. s.s. 1,162, N. Jenkins, 21st May—Salon 14th May—Rice—Man Fat & Co.			
Fon Shing, Br. s.s. 1,423, C. Lishman, 14th May—Bom—Gen.—B. & S.			
York, Colombo: V. & Co., 1st June 1—San Francisco 19th April—Mails and Gen.—P. M. S. S. Co.			
Tacoma Maru, Tacoma, O. S. K. ... 1st June 2—San Francisco 19th April—Mails and Gen.—P. M. S. S. Co.			

VISITORS AT THE HOTELS.

SHAMMERS EXPECTED.

HONKONG.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS,	NO. OF SHARES,	VALUE,	PAID-UP,	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE PERCENT AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE,	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	\$135	\$125	{ \$1,500,000 \$15,000,000 \$350,000 }	\$2,028,018	£2.5/- for half year ending 31.12.09 @ .6x 1/1/10-5.15.11	41%	£90 b. and ss. London £91/-
National Bank of China, Limited	99,925	7	6	{ £4,000 \$1,000 }	\$30,552	2/- (London 1/6) for 1908 .....	...	376 buyers
MARINE INSURANCES.								
Union Insurance Office, Limited	10,000	\$150	\$50	{ \$1,500,000 \$554,881 \$105,791 \$181,000 }	none	5/- for 1908	6%	177
North China Insurance Company, Limited	10,000	15	5	{ Tls. 22,000 Tls. 115,253 Tls. 146,800 }	Tls. 207,573	Final of 7/6 making 15/- for 1908	5%	Tls. 110
Union Insurance Society of Canton, Limited	12,400	\$150	\$100	{ \$1,500,000 \$400,000 \$135,848 \$105,749 \$7,5985 }	\$287,984	Final of \$10 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6%	583 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$294,405 \$109,365 }	\$707,637	\$12 and bonus \$3 for 1907	7%	\$30
FIRE & CASUALTIES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$550,341 \$10,161 }	\$438,406	50 and bonus \$2 for 1908	7%	514 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,400,000 }	\$416,218	5/- for 1908	8%	5347 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,743 \$230,000 \$100,000 }	Dr. \$3,777	5/- for 1906 .....	...	58 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$11,000 }	...	2/- for year ending 30.6.1908 .....	...	\$33 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$20,766 }	...	Final of \$12 for account 1910	8%	30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £13,755 }	...	6/- for 1907 on Preference shares only @ ex 1/1/10-5.15.14 .....	...	57
"Do. Do. (Deferred)	60,000	£5	£5	{ £20,000 }	...	3rd ln. of £1 per sh. (coop. No. 12) making 1/4 for '08 & interim of 1/- for '09	5%	97/-
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £100,000 }	£192,994	£1/- for 1908 and interim of 1/- for '09	4%	£24/- ex div.
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$21,850 \$62,631 }	\$1,159	A dividend of 7% for y. ending 30.6.1910 A bonus of 5%	5%	\$14 ex div. s.
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$20,000 \$83,630 }	Dr. \$8,090	\$10 per share for 1909	52%	5177 sellers
Luron Sugar Refining Company, Limited	7,000	\$100	\$100	{ Tls. 50 }	Dr. \$135,893	5/- for 1907 .....	...	58 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 6,02	Tls. 10 for year ending 31.12.09 .....	...	Tls. 950 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £15,000 £84,390 }	none	Final of 1/6 making 3/- for 1909 First year	9%	Tls. 18 sellers Ps. 10 buyers
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	{ £1,435 }	Dr. 1,435	5/- per share 13th dividend .....	...	58 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £1,435 }	none	Final of Gold \$0.65 for 1909 in all G \$1.15	5%	35/-
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	{ none }	...	...	...	\$10
DOCKS, WHARVES & GODOWNS.	18,000	\$25	\$25	{ \$25,275 }	Dr. \$8,460	£1.1/- for year ending 31.12.10 .....	...	...
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$550,000 \$31,993 \$40,000 }	\$264,847	5/- for 1909	41%	559
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ Tls. 100 }	...	Interim of 5/- for account 1909 .....	...	559 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,00,000 }	Tls. 6,26	Interim of Tls. 2/- for 1910	6%	Tls. 78 sales
Shanghai and Hongkew Wharf Company, Limited	30,000	Tls. 100	Tls. 100	{ Tls. 1,00,000 Tls. 145,000 }	Tls. 9,222	Final of Tls. 4/- for 1909	7%	Tls. 122 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 103	Tls. 100	{ Tls. 25,000 \$1,000 }	Tls. 4,314	Tls. 6 for year ending 29.12.09	51%	Tls. 102 sellers
Central Stores, Limited	50,723	£15	£15	{ £1,000 }	...	\$1.20 on old and 60 cents on first new issue	2%	510/-
Hongkong Hotel Company, Limited	12,000	£50	£50	{ £1,000 }	...	5/- on old shares and 1.30 on new shares	2%	593
Hongkong Land Investment and Agency Co., Ltd.	8,000	£10	£10	{ £1,000 }	...	5/- for half year ending 31.12.09	6%	503 sellers
Humphreys Estate & Finance Company, Limited	50,000	£100	£100	{ £1,000 }	...	Interim of 1/- for account 1909	6%	581 sellers
Kowloon Land and Building Company, Limited	150,000	£10	£10	{ £1,000 }	...	45 cents for 1909	6%	530 buyers
6,000	£50	£50	{ £1,000 }	...	5/- for 1909	8%	...	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,25,045 Tls. 30,000 }	Tls. 63,969	Final of 6% bonus Tls. 1/- for 1909	6%	...
West Point Building Company, Limited	12,500	Tls. 50	Tls. 50	{ none }	...	Final of 51.8/- for account 1909	8%	540 sellers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	{ Tls. 150,000 \$10,000 }	Tls. 10,091	Tls. 11 for year ending 31.10.09	8%	Tls. 1301 sellers
Hongkong Cotton-Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	{ \$6,553 }	...	50 cents for year ending 31.7.08	8%	562 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 8,175	Tls. 7/- for year ending 31.9.09	12%	Tls. 62
Laou-kung-now Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 8,175 }	Tls. 4,820	Tls. 6 for 1909	7%	Tls. 74
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	{ Tls. 8,175 }	...	Tls. 5 for 1909	10%	Tls. 350
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,600 }	£648	15/- per share for 1908	6%	510 buyers
China-Borneo Company, Limited	60,000	£12	£12	{ £40,000 }	...	60 cents for 1909	6%	511 sellers
China Light and Power Company, Limited	50,000	£10	£10	{ £1,000 }	...	5/- cents for year ended 29.12.06 .....	...	581 sellers
"Do. Do. special shares	50,000	£1	£1	{ £1,000 }	...	5/- cents for 1909	9%	581 b. 581 ss. ss.
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£1	{ £1,000 }	...	80 cents for 1909	9%	...
Dairy Farm Company, Limited	40,000	£78	£6	{ £1,000 }	...	5/- for year ending 31.7.09	61%	519 sellers
Green Island Cement Company, Limited	400,000	£10	£10	{ £1,000 }	...	5/- per share for 1909	10%	521 sellers
H. Price & Company, Limited	12,000	£10	£10	{ £1,000 }	...	5/- cents for year ending 31.12.08	6%	522 sellers
Hongkong Electric Company, Limited	60,000	£10	£10	{ none }	...	A dividend of \$1.20 per share and a bonus of 10 cents	6%	5160 sellers
Hongkong Ice Company, Limited	5,000	£25	£25	{ £1,000 }	...	Final of \$8 for 1909	6%	5160 sellers
Hongkong Kepo Manufacturing Company, Ltd.	60,000	£10	£10	{ £1,000 }	...	Final of \$1 making in all \$2 for 1910	9%	5175 sellers
Maastricht tot Mijn, Bosch en Landbouwexp. in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 63,924 }	Tls. 316,682	4th interim of Tls. 12/- for 1909	5%	Tls. 1,475
Peak Tramways Company, Limited	25,000	£10	£10	{ £1,000 }	...	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	52%	515 buyers
Peak Tramways Company (new)	50,000	£10	£10	{ £1,000 }	...	None	5%	5160 buyers
Philippine Company, Limited	75,000	£10	£20	{ £1,000 }	...	5/- buyers	...	510 buyers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 75,000 }	Tls. 5,250	Final Tls. 5/- making Tls. 8/- for 1908	2%	Tls. 240 sellers
South China Morning Post, Limited	6,000	\$25	\$15	{ none }	Dr. \$31,066	None .....	...	525 buyers
Steam Laundry Company, Limited	20							